(b) what are the reasons for not granting available fiscal reliefs to power-loom sector so as to provide low cost raw material to them?

THE MINISTER OF STATE OF THE MINISTRY OF TEXTILES (SHRI KHURSHID ALAM KHAN): (a) and (b) Government has not supplied any low cost polyester filament yarn to Powerloom or to any other unit in Textile Industry. However, the Price of Polyester Filament has come down sharply on about -1st November, 1985.

Opening of hotels recommended during ASIAD

1637. DR. SHYAM SUNDAR MOHAPATRA : Will the Minister of PARLIAMENTARY AFFAIRS AND TOURISM be pleased to state :

(a) how many hotels which were recommended to be opened during Asiad by his Ministry and for the opening of which financial aid was taken from public financial institution, have not been opened so far; and

(b) what action Government propose to take against them?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND TOURISM (SHRI H. K. L. BHAGAT): (a) Three.

(b) The all-India Financial Institutions which have long-term concessional loan to these hotel projects, have constituted a "Monitoring Committee" to closely monitor the progress in implementation of the said projects. Action can be contemplated after the reports of this Committee are received.

. .Strike at ship-breakjug yard at Along Gujarat

1638. SHRI CHIMANBHAI MEHTA : Will the Minister of STEEL AND MINES b$_e$ pleased to state;

(a) whether it is a fact that since 2nd September, 1985 ship breakers at Alang jn Gujarat have stopped breaking ships;

(b) if so, what are the reasons for this, "strike" and how many workers are.-affected and what is the estimated loss, of revenue on this account;

(c) whether there is any dispute regarding interpretation of *ad valorem;* duty on imported ship for the purpose of breaking them; if so, what are the details thereof;

(d) whether it is a fact that ship breaking is interpreted a». manufacturing and therefore attracts excise to the tune of 98 per cent of the cost of the imported ship;

(e) whether it is also a fact that scrap from ship breaking is cheaper as compared to imported scrap; and

(f) what is the revenue collected from ship breakers during the last thre$_e$ years?

THE MINISTER OF STEEL AND MINES (SHRI K. C. PANT): (a) and (b) The Ship-breaking units 'at Alang in Gujarat closed down from 5th to 7th[1] September, 1985 and again from 16th September, 1985 indefinitely in protest against Central Excise notice requiring ship-breaking units to obtain licences under Central Excise and Salt Act. About 10,000 workers are directly employed for ship-breaking at Alang. There is no direct loss of revenue to the Government.

(c) Disputes on the interpretation of countervailing Excise duty has led to several court cases.

(d) Yes, Sir. Government has recognised ship-breaking as an industrial activity. Excise duty chargeable on steel rerollable scrap recoveries is Rs. 365/- per tonne and • on recoveries of non-iferrous it is at the rate of Rs. 330O|- per tonne.

(e) The market price of scrap from ship-breaking i^ not lower than: that *ot* imported scrap.

(f) The information Ls being collected and will b$_e$. laid, on th Table of the-House.